

JULY 2016

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



Third Coast Chapter Falcons at the Burlington Rock Island Railroad Museum in Teague, Texas

ON THE COVER

Third Coast Chapter Falcons pose in front of the Burlington Rock Island Railroad Museum in Teague, Texas.

Photo courtesy of *The Teague Chronicle*.

The area around Teague, Texas was first settled around the time of the Civil War. In the late 1800s a small community known as Brewer, grew up in Central Texas. The residents incorporated the new town as Teague in 1906, named after Betty Teague, the niece of railroad magnate Benjamin Franklin Yoakum, who was building the Trinity and Brazos Valley Railway through the county at the time. The area has a rich heritage related to the railroad industry.

In Central Texas 100 years ago, cotton was grown everywhere and, once it was baled, it needed to be shipped economically. The railroad played a critical role in its efficient delivery. Teague was recognized as a hub of commerce and a town with an exciting future.

The first passenger train arrived on July 23, 1906, the first of thousands of trains to arrive through Teague's depot. The state's first diesel-powered streamline train, the "Sam Houston Zephyr," inaugurated in 1936 maintained a schedule between Houston and Dallas-Fort Worth, with stops at Teague, Corsicana and Waxahachie. The cost of riding the Zephyr included a meal served by trained hostesses known as "Zephyrettes." The fares ranged in cost from \$1.00 for a "restful parlor seat" to \$7.31 for a "parlor car." Streamliners continued to be used until January 1966.

Recently, members of the Third Coast Chapter and their Falcons decided to make this nostalgic stop at the Burlington Rock Island Railroad Museum on their way to the Heart of Texas Regional. Shown in the cover photo are Dick Gunn's 1963 Futura convertible, Todd Gaudin's 1964 Futura convertible, Butch Hemmenway's 1964 Ranchero, Jim Hartzog's 1963 Sprint convertible and Richard and Barbara Binckley's 1964 Futura convertible. Their journey's story is on page 4.

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The
National Falcon News
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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be e-mailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

WOW! Spring is gone already and now it's already summer. I don't know about you, but I'm not sure I'm ready for time to fly this fast! Hope all of you have planned for and are ready to hit the roads for Baraboo, Wisconsin for our National FCA Convention.

Time is running very short so be sure you have sent in your Convention registration. The event hotel facilities are very close to sold out as I write this so it appears we will have a large turnout. Just a reminder—it will likely be very sunny so bring along plenty of sunscreen, fluids, heavy duty bug spray, and whatever else you require to protect and comfort yourselves.

Hopefully all FCA members are aware that they can attend our Business Meeting on Saturday afternoon during the National Convention. This is when your votes are cast for President (1 year term), Vice President (1 year term), and a new Director (5 year term). Items that also affect our club's operation may be voted on at this time. Speaking of officer positions, we still are looking for someone to be our club's Treasurer.

Please take care traveling to and from Wisconsin. Do not take chances on pushing yourselves or your Falcons beyond reasonable limits. Group travel caravans to Nationals are usually lots of fun and help build a true sense of camaraderie among FCA members. I highly recommend members participate; it renews old acquaintances and builds new friendships. Group travel also ensures safety in numbers. Should a problem arise along the way, other FCA members are there to lend a helping hand.

"Group travel caravans to Nationals are usually lots of fun and help build a true sense of camaraderie among FCA members."

It's not too soon to be looking ahead. Plans for 2017 have been finalized for our National Convention in the Sacramento, California area. Look for more details at this year's Nationals and later in *The National Falcon News*. Advanced tentative approval has been given to hold the 2018 Nationals in Wichita, Kansas. Chapters wishing to host a National Convention for 2019 and beyond need to be at the Business Meeting to promote their ideas and proposed plans.

The FCA continues to encourage current members to help others who are interested in acquiring and restoring a Falcon of any style for their very own. It never hurts to spread the word about our great club and its many benefits.

Summer is definitely the best time of the year for our members to cruise around our local areas and scout out new Falcons and prospective new members. Be sure to invite folks to join in your local events with our great Ford cars, trucks and vans. Our friendly brand of fellowship is hard to beat and can also be used as a great recruiting tool. Don't forget to hand out FCA business cards or to pass along an older copy of our FCA magazine if available. Don't forget to take those kids to car shows too.

Take care and remember that each day is indeed a present. May God bless! Hope your summer of 2016 is full of fun for your entire family. Enjoy flyin' those birds safely down America's highways and byways.

—Cliff McKay (FCA #7987)
Peck, Kansas

ROAD TRIP BACK IN TIME

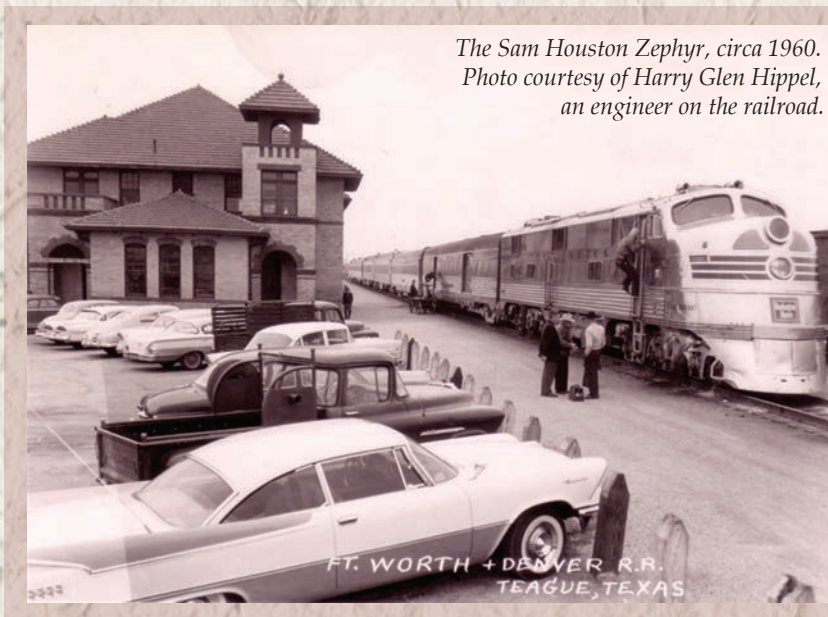


Members of the Third Coast Chapter of Houston, Texas decided to make an overnight stop on their way to the Heart of Texas Regional event in April, 2016. In addition to breaking up the trip into two days, it gave them an opportunity to visit the Burlington Rock Island Railroad Museum in Teague, Texas. Third Coast President Todd Gaudin is a native of Teague and he thought the museum would be a good place to visit on the layover. While it is not typically open except on weekends, one of Todd's high school buddies volunteers at the museum and offered to give them a private tour. Todd grew up just five blocks from the depot and thought a picture of their Falcons in front of the depot would make a great photo opportunity!

Teague has a rich railroad history and the Depot Museum houses memorabilia of the railroad and the history of Teague. Around the turn of the century cotton was king and was grown everywhere in Central Texas. Once baled it needed to be shipped economically and the railroad

would play a critical role in efficient delivery of this locally grown crop. As the railroad lines sprouted across Texas, the Trinity & Brazos Valley Railway was established in Teague. The railroad took its name from the Trinity and Brazos rivers but was commonly known as the "Boll Weevil" line. The company decided to locate their depot in Teague in a two story structure measuring 52 feet x 95 feet. This Division Point structure of the T. & B. V. Railway would include hot air, heating and plumbing. The depot is constructed primarily of "buff pressed" brick that was shipped in by train from Elgin, Texas. The building has a rotunda which includes a ticket office

and three waiting rooms. There was also a baggage room, a dining room and kitchen on the first floor. On the second level were the offices of the superintendent, trainmaster, chief dispatcher, division engineer and road master. Many of the original office furnishings are now used throughout the building as it serves as a museum.



BY TODD GAUDIN

Much of the historical information in the article is from B-RI Railroad Museum's website, therailroadmuseum.com.



Third Coast Chapter members making the trip included (left to right) Dick Gunn (FCA #6226), Butch Hemmenway (FCA #6587), Third Coast Chapter President Todd Gaudin (FCA #12213), Richard and Barbara Binkley (FCA #7098) and Jim Hartzog (FCA #6689). Photo courtesy of The Teague Chronicle.

The Railroad Depot and the old Teague Hotel shown around 1990.



Visitors can also see original drawings of the round house, workshops, trestle bridges and other evidence of the role that this depot played in maintaining the railroad in Central Texas. Adjacent to the depot is a hotel that was built in 1907 that is undergoing restoration.

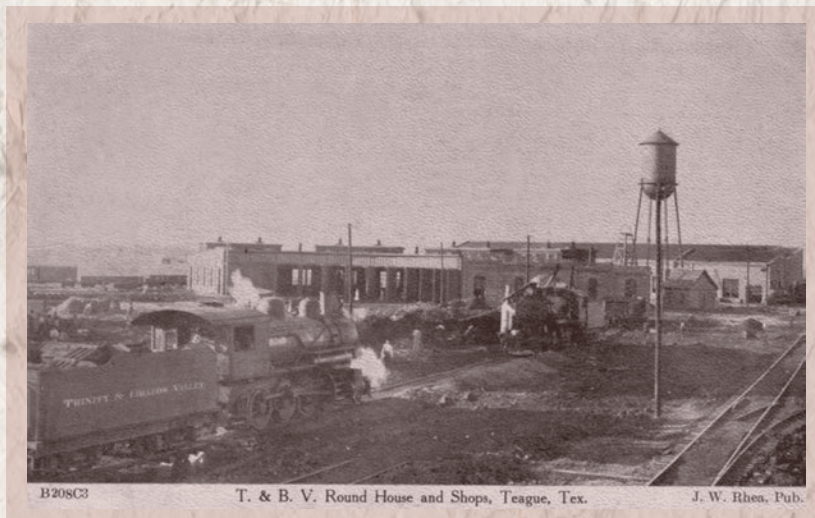
The first passenger train arrived on July 23, 1906 before the depot was completed, but it would be the first of thousands of trains to arrive in the future. Photos of these early days are displayed at the B-RI Railroad Museum. After many mergers and acquisitions the railroad was reorganized as the Burlington-Rock Island Railroad Company in 1930. The state's first diesel-powered streamline train, Burlington's "Sam Houston Zephyr," would be inaugurated in 1936 as Texas celebrated its Centennial.

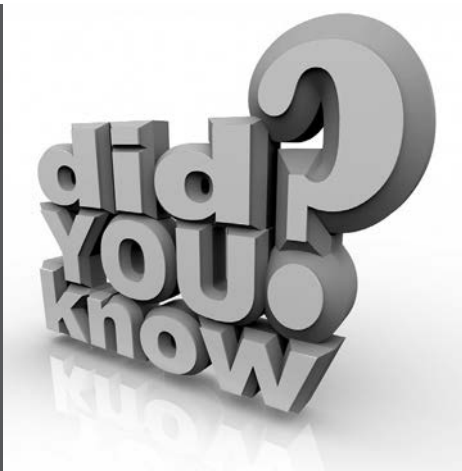
The sleek new stainless steel train maintained a mile-a-minute schedule between Houston and Dallas-Fort Worth, with stops at Teague, Corsicana and Waxahachie. The cost of riding the Zephyr included a meal served by trained hostesses known as "Zephyrettes."

A companion train, Rock Island's "Texas Rocket," was placed in service the following year of 1937. These streamliners continued to be used for the next thirty years until all passenger trains were discontinued in January 1966. The railroad company continued to function from the second floor of the depot until 1968. When they were transferred into a new structure about one block north this left the building vacant but still housing most of the original office furnishings, files, maps and drawings.

Members of the Third Coast Chapter and their Falcons present were Dick Gunn and his 1963 Futura convertible, Todd Gaudin and his 1964 Futura convertible, Butch Hemmenway and his 1964 Ranchero, Jim Hartzog and his 1963 Sprint convertible and Richard and Barbara Binckley and their 1964 Futura convertible. After the museum trip they had dinner at Sam's Restaurant in Fairfield, a local favorite that has been open for over 60 years. Those present enjoyed their trip through history and they talk of planning another trip for the whole club to attend.

—Todd Gaudin
(FCA #12213)
Cypress, Texas





Henry Ford Trivia

from "The Life of Henry Ford," by kristian88

One of the greatest inventors in the world of motoring is, without doubt, Henry Ford. How much about his life do you know?

1. Henry was born in 1863 on a farm near which Michigan township?
2. His father, William, was a prosperous immigrant farmer, railway carpenter and Justice of the Peace. From which country did his father emigrate to the United States?
3. In 1888, Ford met and married his wife, Clara Bryant. On November 6, 1893, she gave birth to a son who was their only child. What is the name of their son?
4. When Henry was 16, he took an apprentice's job with James Flower and Brothers in Detroit. A fellow apprentice was also to become well known in the motor industry. Can you name him?
5. Henry worked for the Detroit Dry Dock Company and returned to his father's farm in 1882. While working for whom in 1896 did he hand-build his first car?
6. What was that hand-built first car called?
7. In 1899, with the success of his first invention under his belt, Henry found men that would back him financially. These men, along with Ford, created an automotive company. What was the name of the company that they formed?

Answers can be found on page 21.

CALENDAR OF EVENTS

JULY 14-16, 2016

**FALCON CLUB OF AMERICA
NATIONAL CONVENTION
BARABOO, WISCONSIN**

Hosted by Northland, Raptor, and Lake Michigan FCA Chapters.

Ho-Chunk Hotel and Gaming Convention Center in Baraboo, Wisconsin.

Visit 2016FalconConvention.com for updates.

Registration form can be found online at northland-falcons.com.

AUGUST 19-20, 2016

**18TH ANNUAL NORTHEAST CHAPTER
REGIONAL FALCON MEET
STURBRIDGE, MASSACHUSETTS**

Hosted by Northeast Chapter.

Use form in this issue to register.

SEPTEMBER 30-OCTOBER 1, 2016

**CAROLINA'S CHAPTER
12TH REGIONAL MEET
KANNAPOLIS, NORTH CAROLINA**

Hosted by Carolinas Chapter.

Use form in this issue to register.

OCTOBER 7-8, 2016

**26TH ANNUAL PACIFIC REGIONAL
RANCHO CORDOVA, CALIFORNIA**

Hosted by River City Chapter.

Registration information can be found online at westcoastfalcons.com.

If you are hosting a Falcon event, please send your event information to fca.editor@yahoo.com for the magazine and to admin@falconclub.com for inclusion on the website.



A Tribute to Carolina Regional Falcon Club Founding Member Jim Knapik

Long time FCA member Jim Knapik died at his home on Saturday, May 7, 2016. Jim was active many years with the Carolina Regional Falcon club. He was also a member of the Early Ford V-8 Club of Charlotte. When he moved to Charlotte, North Carolina from Parma, Ohio, he made many friends in both clubs and was a tireless volunteer and an anchor in each club because of his friendly, hardworking volunteer activities.

His late wife Mary was the editor of the newsletter of the Falcon Club for years and helped out in any way she could. Jim loved to go to junkyards and swap meets to look for parts for 1963 Falcons and was so appreciative that Mary helped him out in his parts hunts. Mary also drove a Wimbledon White four door 1963 Ford Falcon as her daily driver that she called "George."

Jim helped me from the day I met him—always cleaning and fixing any old car we discovered. When we went to the junkyard, he would remove all the leaves from the cars that had been sitting there for thirty years. He was always fixing things, making them better. Even as a small child, his grandmother called him "Gazda," a Polish word for fixer.

He could name every model year of car from his childhood, naming every car dealer from his hometown, and citing the first moment he saw each new car. That is a true car guy. Many of his neighbors were so trusting of Jim that they let him wash and care for their cars when he was only a teenager, and he had many stories when fathers would let him take their daughters and new cars out on dates. He was that kind of guy.

Jim was a miser when it came to things for himself, but I know of numerous instances when he lent people at work five hundred dollars when he heard a hard luck story in the lunch room at work. Whenever I got really excited about a car on Craigs List, Jim would say, "Tim do you need some money to get this car?" I never took him up on it, but the offer was sincere. Who does that? Jim Knapik did that.

Jim nursed Mary through her final battle with cancer ten years ago and was a rock for his handicapped son Brad. When we needed a ride to the airport at five in the morning, Jim insisted we not pay a taxi. When I needed to drive three hours to Charleston to send a car to England and I needed someone to follow me there. Jim Knapik did that.



Jim Knapik (left) shakes hands with Barry Bennett (right).

Jim showed up and helped when I was painting my garage, cleaned leaves from my driveway just for fun, and buffed metal parts for hours on end. We would call it a day and I would go inside. I would come out later, and Jim was still there; he'd never left. It was like having a classic car guardian angel. Past President Steve Springer said, "When Jim visited I would give him a pressure washer in the morning, and at dinner time try to pry it out of his hands."

Good friend Barry Bennett said, "Jim enabled many of us to stay in the club because he would give us good deals on one of his cars to keep us excited about Falcons." After our monthly Falcon breakfasts, we would work on a project, and Jim would not want us to bother with his cars. He would rather work on some other Falcon. That was Jim.

When his son found him, he was near the back door with grease on his hands, probably working on one of his five Falcons—all 1963 Sprints except for his beloved two door wagon. That is perfect. The fixer was making something better, cleaning, no doubt.

The Falcon world will miss you Jim. And those needing a few hundred bucks to keep the wolves from the door will miss you.

Goodbye Jim. You were one in a million.

—Tim Cleary (FCA #10157)
Gig Harbor, Washington

Before You Install Your Transmission



There are certain inspections and steps you want to take before installing a new or different transmission in your car or truck that will assure a “one-time” installation. Doing these steps only take a few minutes and will save you headaches and head scratchin’ down the road. We recommend performing each check before trying to assemble-as-you-go following the below steps.

1) Pilot Bushing or Pilot Bearing. Both accomplish the same goal to support the pilot tip of the transmission input shaft. Not all engines can accept a bearing due to limited space available in the crankshaft and in some applications a bearing may stick out and cause interference with either the clutch disk or the splines on the input shaft. Your retailer may not have this information so some homework may be required on your part to make sure you’ll have enough room if you’re trying to run a bearing.

There are two common things to make sure of, when it comes to pilot support... first, did you put one in? We’ve seen transmissions get destroyed and clutches not release properly because someone forgot to install a pilot bushing/bearing. Oops! Second is the right size pilot bushing or bearing. Too big and you’ll get premature bearing/gear wear and clutch chatter, too small and you’ll get an energized input shaft. We’ll talk about that later. Verify that the pilot tip and the bearing or bushing should have about .0005 to .003 clearance. This is not to be confused with an interference fit which is a NO-NO. This check can be preliminarily checked with the bearing or bushing not installed in the crank but **MUST** be verified after it is installed in the crank because the inside diameter will shrink.

The whole reason this article was written was because a customer had purchased a brand new crate engine with a pilot bearing installed in the crank. When the engine

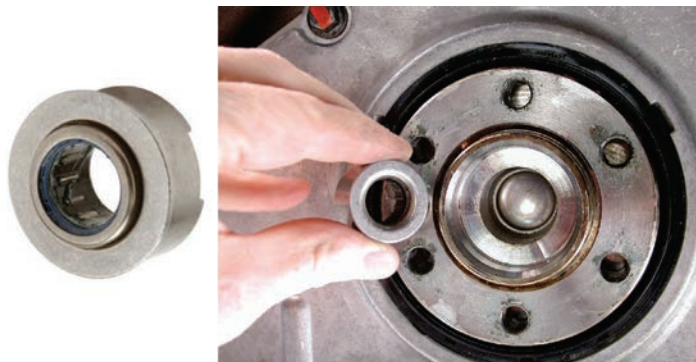
assembler installed the bearing they must have used a massive hammer which deformed the bearing making it too small and energizing the input shaft we spoke of above. Why would a person even question this? It’s a brand new part right? It must be good. Well... now we know differently. The customer fought for two weeks questioning the clutch, clutch release and the transmission before taking the trans back out to find this simple error. The bearing was replaced with nothing else done and the problem was solved.

2) Flywheel Balance. Depending on the engine, it could be externally balanced or internally balanced. You will want to make sure the crank, flywheel AND harmonic balancer all have the same *Zero Balance* or *Imbalance*, as it’s called. Ask your engine builder if you’re not sure. Aftermarket engine stroker kits typically follow existing motor balancing, but not always. The stroker kit manufacturer will have this information for you. Yeah I know... more than just the flywheel info here but it all plays together on the engine.



Ford billet flywheel with a 28oz imbalance.

3) Flywheel Tolerance. This check will require a dial indicator and a magnetic base. Flywheel must be installed and torqued to specification. Check the flywheel run-out by placing the magnetic base mounted to the transmission mounting surface of engine block and

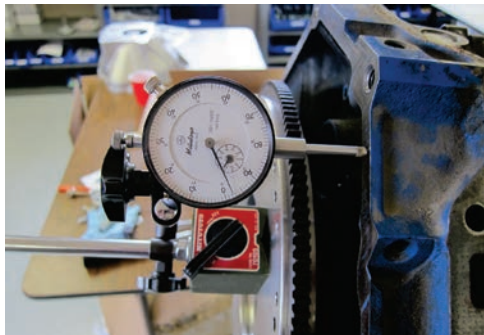


Shown is the Flywheel Run-out check. Mount the magnetic base to the block and dial indicate the flywheel to check flywheel run-out.

set the dial indicator on the flywheel. Rotate the engine and monitor the run-out of the flywheel rotation. The industry standard allowable tolerance is .005" per 1". Ex: 14" diameter FW is allowed .007 run-out.

4) Bell Housing and Block Plate. Multiple checks to do here. You'll want to check five things before assembling all your components: Bell housing fit to engine and transmission, perpendicular alignment, bell housing run-out, and block plate interference. All of these checks will require a dial indicator and a magnetic base, except the block plate check (not applicable to some applications).

Let's start with the Block Plate. AKA Starter Plate, Separator Plate, Engine Plate, (the flat piece of metal



Shown to the left is the Block Run-out.

that goes between the bell housing and the motor). We've heard it all. Make sure there are no interferences with the oil pan lip (edge), back-of-block protrusions, and crank. You'll also want to pre-fit your flywheel, looking for pinch (crush) of the block plate to the forward side of the flywheel. Some flywheel models are not undercut in this area and can interfere.

Fit-check the bell housing to the transmission. The registration opening should fit snugly and smoothly on the bearing retainer of the transmission. Make sure any painted block and bell surfaces are smooth and evenly painted. Make sure there is no build-up of rust (high surfaces).

Ford – Cable pivot studs, located in the passenger side of the bell housing, are critical height at 3.1" to 3.2" high, as measured from the top of the mushroom head to the transmission mounting surface (back surface of the bell). Make sure the lock-washer is installed under the pivot stud—this assures correct clutch lever (fork) geometry.

Install the bell housing to the engine and torque to specifications. It should fit snugly on the two alignment pins located in the engine block. *Make sure any painted block and bell surfaces are smooth and evenly painted. Make sure there is no build-up of rust (high surfaces).*



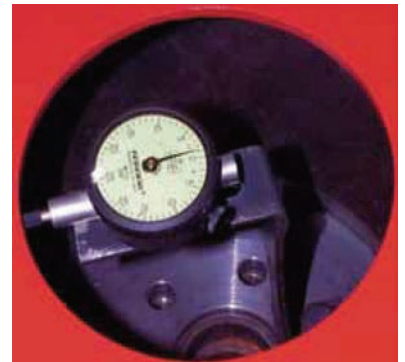
indicator on the inside edge of the registration opening and rotate the engine. The difference in inches should be no more than .010 total run-out which would .005 off center. This is the max allowable mis-alignment allowed.

5) Clutch Pressure Plate.

Does it fit the flywheel you have? Some flywheels have multiple clutch patterns on them to accommodate various equidistant, LONG (aka Borg & Beck pattern) or custom patterns. Make sure you can install the pressure plate properly. Never modify the mounting holes in the flywheel, never drill new mounting holes in the pressure plate or flywheel, and ALWAYS use the correct fasteners. There will either be locating pins and non-stepped bolts OR step-bolts and no locating pins. If you install a pressure plate that does not use pins and install non-stepped bolts you will get a vibration. Also... clutch pressure plates are balanced independently of any other assembly. Never balance an engine with the

To check the bell housing perpendicular alignment (to back of block), attach the magnetic base to the flywheel and set the dial indicator on the transmission mounting surface of the bell housing. Rotate the engine and check the mounting surface in various locations. The surfaces should be within .0015 of Zero difference.

The biggie is to verify the registration opening in the bell housing is aligned with the crank. To do this, attach the magnetic base to the flywheel and set the dial



—continued on page 10

Before You Install Your Transmission —Continued from page 9

pressure plate installed. You can check the balance with the pressure plate installed but do not re-balance the pressure plate. If your engine builder finds a problem with the balance of the pressure plate... replace it or rebalance it. And never check this with the disk installed since the disk cannot be perfectly centered.

6) Clutch Disk. the life decision maker of the whole manual transmission set-up. Install it correctly. The top-hat side of the disk goes towards the transmission. There may also be a sticker on the clutch disk indicating which side goes which way. Verify the spline of the disk matches the spline of the input shaft of the transmission. Verify the clutch disk fits within the pressure plate opening and the edge of the disk comes to or very near the outside edge of the pressure plate surface. Too small of a disk will not be as effective. Additionally, set the disk in the opening of the flywheel and check for the same clearances. Make sure the disk does not come in contact with the flywheel bolts. The flywheel must be installed on the engine to do this check.

Story time—We had a customer that returned a clutch assembly on a prototype flathead for review and

upgrade. The customer described how well the clutch acted in the car but started having problems. It turned out that the sprung hub of the clutch disk interfered with the flywheel bolts. This interference caused an energized shaft. We switched to ARP bolts (which have a lower profile head) and the problem was solved.

7) Clutch Installation. When installing your clutch assembly on the flywheel make sure all the above was addressed. Check the alignment tool. Verify it is the same spline count and pilot tip diameter as the bearing/bushing and the transmission tip. The wrong size tool may not center your disk correctly making transmission installation difficult. Tighten down the pressure plate bolts evenly. Not doing this could temporarily warp the pressure plate and bind the alignment tool throwing off the disk center as you finish tightening down the bolts. The alignment tool should slide in and out easily if the alignment of the disk is correct.

8) Throw Out Bearing Installation. Whether it's a mechanical bearing or a CSC (Concentric Slave Cylinder—hydraulic bearing) it must be installed correctly before installing the trans. Mechanical bearings get installed on forks (levers) and CSC's get set-up with the required .125" clearance. Individual instructions vary by manufacturer or type. Refer to those instructions for proper set-up.

Additionally... mechanical throw out bearings used to require a gap, otherwise they would wear-out prematurely. The new generation of sealed mechanical throw out bearings allow for constant-contact of the throw out bearing. Constant contact is standard for hydraulic clutch actuation, and cable release on some cars.

9) Clutch Fork and Clutch Lever. A Clutch Fork rocks on a fulcrum on the driver's side of the bell housing and a Clutch Lever attaches to a pivot stud on the passenger side of the bell. The ideal geometry for both of these is the throw-out bearing, pivot/fulcrum, and actuation attach point (Z-bar linkage, cable or external hydraulics) are all parallel with the flywheel when the pressure plate fingers are depressed 1/4". Having this correct geometry will provide you with the most consistent feel of the pedal and least amount of travel requiring the clutch disk to release. There are some standard dimensions for various applications and using matching parts with non-adjustable pivots/fulcrums should give you this favorable condition.

10) Transmission Stack-up/Clearance Checks. Make sure the pilot tip penetrates the pilot bearing or pilot bushing by at least 3/4 of the way on the smallest surface. EX: a pilot bushing that is 1/2" thick, you want at least 3/8" surface of the pilot tip touching. It is okay to completely penetrate a bushing or bearing.

There should be at least 1/16" clearance between the pilot bearing/bushing and the (next step) splines of the

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input shaft. Make sure there is 1/8" (.125") gap between the guide tube and the clutch disk. No gap will result in catastrophic failure. There must be room for the disk to wear and "room for release" when the pressure plate is released.

11) Transmission Installation. DO NOT DRAW IN THE TRANS WITH THE BOLTS! When installing the transmission it should go in as smoothly as the fitment you did on each of the components individually and the trans should slide all the way in and make contact with the bell. Make sure the bearing retainer guide tube does not hang-up on a mechanical t/o bearing.

We had a customer install a transmission and draw in the trans with the bolts. Car started up and ran okay and after the trans got warm... it leaked. As it turned out the customer had an interference issue with debris in the end of the crankshaft that jammed up the input shaft of the transmission during the install. When the car started it overcame the debris and the input shaft was fine. However the interference was enough that it cracked the transmission case and it wasn't noticeable until the oil warmed up and found a leak path. This has happened more than once. So... be careful.

12) Engine Thrust Bearing. Manual transmission cars endure more stress than an automatic transmission equivalent. The engine thrust bearing can determine the amount of "push" needed to release a bearing. Make sure the thrust bearing falls within spec requirements.

My sister once had a 1992 V-6 Camaro with five speed transmissison. The factory grind on the crank wasn't smooth enough to prevent wear. Needless to say, they got a fresh motor having over .100 play by the time it was noticed what was wrong. Ouch!

13) Grease and Sealant. Always seal the flywheel bolts on a crank with open holes going into oil pan, when final installing them, whether it's a thread locking compound or Teflon sealant. Not sealing the threads will result in oil getting on the disk surface. Always grease the pocket on a mechanical bearing – this is the surface that rides on the guide tube of the input shaft. DO NOT grease the splines of the input shaft or the splines of the disk – this must be dry for the same reason. Pilot bearings and bushings are treated differently. Do not pack the crankshaft with grease. Lightly grease a pilot bearing, DO NOT grease a pilot bushing.

14) Energized input shaft. An energized input shaft is a term used to describe constant turning of the transmission gears, with the clutch pedal pushed in and in neutral, and it's hard to shift in or out of gear, while the engine is running. There are a few reasons this can happen and each of those things were discussed in the individual sections. Bottom line is you have a mis-alignment, interference, or clutch release issue.

Things that can cause an energized input shaft are:

- Defective or missing pilot bearing/bushing, discussed above.
- Not enough clutch release.
- Too much Marcel in the clutch disk. This is the springiness of a clutch disk. You will be able to squeeze the disk with your fingers to flatten it out. Too much of this spring can cause drag when clutch is released, tasking the synchronizers in the transmission to work extra hard and cause premature wear. The Marcel is what allows the disk to align itself between the flywheel and pressure plate and eliminate that chatter during a slow clutch release. On the flip side, not having any Marcel will cause jerking and chatter. It's such a small thing that plays a huge part in how a vehicle performs.
- Misalignment of the input shaft to the crank, also discussed above.

Thank you to Modern DriveLine for writing this month's Tech Talk article and to Dick Harrington (FCA #12563) for submitting it.

1960-1970 FALCON

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Proposed Bylaws Revisions. The FCA Board has been made aware that Article 4 of our current Bylaws needs updating to more adequately reflect the actual management and current duties of FCA Officers. We are proposing these changes to be voted on at the General Meeting at the National Meet in Wisconsin. Please review the suggested revisions and be ready to discuss/vote in July. Thank you for your consideration and support.

—Mary Wagner, FCA Vice President

<p>Article 3 Membership</p> <p>3.5.5 Each chapter agrees to release, indemnify and or hold harmless the FCA for any and all claims of any kind incurred by a local chapter.</p> <p>Article 4 Officers – Elections & Management</p> <p>4.1 Elected officers are President and Vice-President, and The authorized number of Directors who are elected and constitute the Board of Directors with five members shall be five.</p> <p>4.1.1 Terms of office for President and Vice-President are one year.</p> <p>4.1.2 Terms of office for Board members are five years.</p> <p>4.1.2.1 After five years the member must sit off the Board for one year before being nominated for another term.</p> <p>4.1.2.2 Only one active member from each chapter may serve as a Board member, at any given time. A chapter is defined as the home chapter or the chapter located in the city area nearest to where the member lives resides.</p> <p>4.1.3 Election of the President, Vice President and Directors is at the National Meet business meeting by vote of the general membership.</p> <p>4.1.3.1 Only paid up members of the FCA and their spouses can vote in the elections.</p> <p>4.2 Volunteer officers are Newsletter Editor/Advertising Director, Club Store Manager, Chapter Coordinator, Regional Directors, Internet Director, Head Technical Advisor, Technical Advisors, Club Photographer, Membership Secretary, Social Media Director and Three (3) Auditors. Appointments are made approved by the Board of Directors. The Magazine Editor/Advertising Director and Membership Secretary are contractors who must enter into written contracts with the FCA. Such contracts must be negotiated or approved by the Board.</p> <p>4.2.1 Terms of office for volunteer officers are agreed to by the volunteer and the Board.</p> <p>4.2.2 Terms of contracts for contractors are set by the Board.</p> <p>4.3 Appointed officers are: Treasurer and Recording Secretary</p> <p>4.3.1 Terms of office for appointed officers are one year.</p> <p>4.3.2 Appointments are made by the Board of Directors at the National convention Meet.</p> <p>4.4 Requirements for election to an office or the Board in the FCA are:</p> <p>4.4.1 Minimum age of 21.</p> <p>4.4.2 A member in good standing with the FCA.</p> <p>4.4.3 All candidates must be present at the National meet.</p> <p>4.4.4 All candidates must have attended 3 of the last 5 National meets.</p> <p>4.4.5 Commercial vendors (deriving their livelihood, other than hobby) may not hold a National office.</p> <p>4.5 Duties of Elected and Appointed Officers are:</p> <p>4.5.1 President</p> <p>4.5.1.1 Overall management and administration of the FCA through the Board of Directors.</p> <p>4.5.1.2 Improvement of the FCA through increased publicity, activities and status.</p> <p>4.5.1.3 Coordination of the FCA functions with other clubs as required.</p> <p>4.5.1.4 Promotes FCA social activities.</p>	<p>4.5.1.5 Chairs Board of Directors meetings, Officers meetings, and Business meetings.</p> <p>4.5.2 Vice-President</p> <p>Is an alternate for the President in the President's absence.</p> <p>Assists in implementing FCA policy.</p> <p>Chairs special committees.</p> <p>Submits quarterly reports to the President, Board of Directors, and Regional Directors.</p> <p>4.5.3 Secretary</p> <p>Reports minutes of Business meeting to the general membership by sending a copy to the Editor for publication in October.</p> <p>Reports minutes of the Officers' meeting to Board members and officers.</p> <p>Corresponds with FCA membership concerning FCA matters.</p> <p>Maintains FCA files. Notifies chapter executives if members are not on the FCA roster.</p> <p>With the help of the Membership Secretary, maintains a current club roster and keeps a record of past membership.</p> <p>Maintains the FCA chapter roster and sends a copy to the Newsletter editor and the Chapter Coordinator for publication every November and April.</p> <p>4.5.4 Treasurer</p> <p>Accounts for FCA finances and dues and reports to the membership.</p> <p>Disburses approved funds for authorized FCA items.</p> <p>The Treasurer and one other authorized FCA officer sign all checks.</p> <p>4.5.5 Board of Directors</p> <p>Consists of five directors.</p> <p>Manage FCA policy and general administration with the assistance of the President.</p> <p>Present proposed FCA policy changes or revisions to the general membership for consideration.</p> <p>Resolve FCA issues brought to the board's attention by the regional directors.</p> <p>4.6 Duties of Volunteer Officers</p> <p>4.6.1 Regional Directors</p> <p>Appointed by the Board of Directors.</p> <p>Assist FCA chapters in holding regional and national meets.</p> <p>Receive grievances, suggestions and other concerns from their region membership and report these to the President and Board of Directors.</p> <p>4.6.1.4 Notify chapter executives whose members are not on the FCA roster.</p> <p>4.6.1.5 Maintain chapter membership rosters for their regions and provide an active/inactive list to the Chapter Coordinator.</p> <p>4.6.1.6 Notify the last known contact if the chapter is removed from the "Chapters by Region" list for failure to supply a membership roster.</p> <p>4.6.1.7 Assist Chapter Coordinator and facilitate the formation or reactivation of FCA chapters.</p> <p>4.6.2 Chapter Coordinator</p> <p>4.6.2.1 Supply an application package and act as a FCA board liaison for groups interested in forming new chapters.</p> <p>4.6.2.2 Keep Regional Directors informed of new chapter requests and charters granted.</p> <p>4.6.2.3 Receive "Chapters by Region" information from Regional Directors and supply to the Recording Secretary, Newsletter Editor, and Board of Directors.</p>	<p>4.6.2.4 Forward chapter updates to the Internet Director as received.</p> <p>4.6.3 Club Store Manager</p> <p>Manages the FCA club store.</p> <p>Attends FCA national conventions and if possible regional meets, with club store stock.</p> <p>Maintains the club store trailer.</p> <p>4.6.4 Newsletter Editor/Advertising Director</p> <p>Edits and publishes a monthly FCA newsletter.</p> <p>4.6.4.1.1 This includes news articles and advertisements.</p> <p>4.6.4.2 Edits and publishes a yearly FCA national convention booklet.</p> <p>4.6.4.3 Maintains a complete FCA newsletter file for historical purposes.</p> <p>4.6.4.4 Manages the advertising of the FCA in all publications.</p> <p>4.6.5 Internet Director</p> <p>4.6.5.1 Manages the electronic information for the FCA web site.</p> <p>4.6.6 Technical Advisors</p> <p>4.6.6.1 Provide assistance to the general membership as required regarding technical specifications of the Falcon automobile.</p> <p>4.6.6.2 Each advisor is dedicated to a particular model year.</p> <p>4.6.6.3 All advisors are assisted by a Head Technical Advisor.</p> <p>4.6.7 Membership Secretary</p> <p>4.6.7.1 Maintains a club roster of current and past members.</p> <p>4.6.7.1.1 Sends a copy of the roster to the Recording Secretary monthly.</p> <p>4.6.7.2 Processes a chapter application for liability insurance.</p> <p>4.6.7.2.1 Sends a copy of the approved insurance application to the Recording Secretary.</p> <p>4.6.7.3 Handles inquiries from persons interested in joining the club and mails them the New Members package.</p> <p>4.6.8 Auditors</p> <p>4.6.8.1 Audit the books of the Treasurer yearly at the National Convention and report at the annual Business Meeting.</p> <p>4.6.8.2 Audit at any time during the year if there is a change in Treasurers.</p> <p>4.6.9 Social Media Director</p> <p>4.6.9.1 Establish an FCA presence on social media sites.</p> <p>4.6.9.2 Monitor activity on FCA social media sites.</p> <p>4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary and Treasurer are as follows and as set forth in more detail in the Officer and Director Handbook:</p> <p>4.5.1 President</p> <p>4.5.1.1 General charge and supervision of the activities of the FCA.</p> <p>4.5.1.2 Improvement of the FCA through increased publicity, activities and status.</p> <p>4.5.1.3 Coordination of the FCA functions with other clubs as required.</p> <p>4.5.1.4 Promote FCA social activities.</p> <p>4.5.1.5 Chair Officers' meetings and Business meetings.</p>	<p>4.5.2 Vice-President</p> <p>4.5.2.1 Serve as an alternate for the President in the President's absence.</p> <p>4.5.2.2 Assist in implementing FCA policy.</p> <p>4.5.2.3 Chair special committees as appointed by the Board.</p> <p>4.5.3 Recording Secretary</p> <p>4.5.3.1 Prepare minutes of the FCA Business meeting</p> <p>4.5.3.2 Prepare minutes of the FCA Officers' meeting.</p> <p>4.5.3.3 Maintain FCA Officer and Director Handbook and FCA records, other than those maintained by the Treasurer.</p> <p>4.5.3.4 Prepare FCA correspondence as requested by FCA President or Board.</p> <p>4.5.4 Treasurer</p> <p>4.5.4.1 Account for FCA finances and provide reports as requested by the President, Vice President and Board.</p> <p>4.5.4.2 Disburse approved funds for authorized FCA expenses.</p> <p>4.5.4.3 Serve as interface with the CPA tax firm for FCA finances.</p> <p>4.6 The Duties, Responsibilities and Powers of Volunteer Officers and Contractors listed below are as follows and as set forth in the Officers' and Directors' Handbook:</p> <p>4.6.1 Regional Directors</p> <p>4.6.1.1 Approved by the Board of Directors.</p> <p>4.6.1.2 Assist FCA chapters as requested.</p> <p>4.6.1.3 Maintain chapter membership rosters for their regions and provide updates to the Chapter Coordinator.</p> <p>4.6.1.4 Notify the last known contact if the chapter is in danger of being removed from the "Chapters by Region" list for failure to supply a membership roster.</p> <p>4.6.1.5 Assist Chapter Coordinator to facilitate the formation or reactivation of FCA chapters.</p> <p>4.6.2 Chapter Coordinator</p> <p>4.6.2.1 Supply an application package and act as a FCA board liaison for groups interested in forming new chapters.</p> <p>4.6.2.2 Keep Regional Directors informed of new chapter requests.</p> <p>4.6.2.3 Submit completed chapter applications to the President for approval by the Board.</p> <p>4.6.2.4 Receive "Chapters by Region" information from Regional Directors and supply to the Recording Secretary and Magazine Editor.</p> <p>4.6.2.5 Forward chapter updates to the Internet Director as received.</p> <p>4.6.3 Club Store Manager</p> <p>4.6.3.1 Manage the FCA Club Store inventory.</p> <p>4.6.3.2 Ensure the Club Store is available for members at the National Meet.</p> <p>4.6.3.3 Present financial records for FCA annual audit.</p> <p>4.6.4 Magazine Editor/Advertising Director</p> <p>4.6.4.1 Fulfill duties as set forth in the contract with the FCA.</p> <p>Edits and publish a monthly FCA magazine.</p> <p>Present report at Officers' Meeting.</p>
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Area left and below shows original with markups. Area in gray box to the right shows the proposed final articles to be voted on.

- 4.6.5 **Internet Director**
4.6.5.1 Manages the electronic information for the FCA web site.
- 4.6.6 **Technical Advisors**
4.6.6.1 Provide assistance to the general membership as required regarding the restoration, maintenance and technical specifications of the Falcon automobile.
4.6.6.2 Seek advice/assistance from Head Technical Advisor as necessary.
- 4.6.7 **Head Technical Advisor**
4.6.7.1 Appoint Technical Advisors for sub categories as deemed appropriate.
4.6.7.2 Provide advice/assistance to Technical Advisors as necessary.
- 4.6.8 **Membership Secretary**
4.6.8.1 Fulfill duties as set forth in the contract with the FCA.
4.6.8.2 Maintain the database of current and past members.
4.6.8.3 Handles inquiries from persons interested in joining the club and mails them the New Members package.
- 4.6.9 **Auditors**
4.6.9.1 Audit the books of the Treasurer and Club Store yearly at the National Meet and report at the annual Business Meeting.
4.6.9.2 Audit at any time during the year if there is a change in Treasurers.
- 4.6.10 **Social Media Director**
4.6.10.1 Establish an FCA presence on social media sites.
4.6.10.2 Monitor activity on FCA social media sites.
- 4.7 The Duties, Responsibilities and Powers of the FCA Board of Directors are as follows:
Board of Directors
4.7.1 Manage the activities and affairs of the FCA and resolve FCA issues brought to its attention by the President or Vice President.
4.7.2 Hold annual, regular or special meetings.
4.7.2.1 Plan and conduct annual meeting at the National Meet.
4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.
4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.
4.7.2.4 President and Vice President shall attend Board meetings if they are available, but shall not be entitled to vote.
4.7.2.5 May conduct a Directors only meeting.
- 4.7.3 Grant or assign additional duties, responsibilities and powers to the elected, appointed and volunteer officers. These duties, responsibilities and powers will be enumerated in the Officer and Director Handbook.
- 4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

- Article 3
Membership**
3.5.5 Each chapter agrees to release, indemnify and hold harmless the FCA for any and all claims of any kind incurred by a local chapter.
- Article 4
Officers – Elections & Management**
4.1 Elected officers are President and Vice-President. The authorized number of Directors who are elected and constitute the Board of Directors shall be five.
4.1.1 Terms of office for President and Vice-President are one year.
4.1.2 Terms of office for Board members are five years.
4.1.2.1 After five years the member must sit off the Board for one year before being nominated for another term.
4.1.2.2 Only one active member from each chapter may serve as a Board member, at any given time. A chapter is defined as the home chapter or the chapter located in the area nearest to where the member resides.
4.1.3 Election of the President, Vice President and Directors is at the National Meet business meeting by vote of the general membership.
4.1.3.1 Only paid up members of the FCA and their spouses can vote in the elections.
- 4.2 Volunteer officers are Club Store Manager, Chapter Coordinator, Regional Directors, Internet Director, Head Technical Advisor, Technical Advisors, Social Media Director and Three (3) Auditors. Appointments are approved by the Board of Directors. The Magazine Editor/Advertising Director and Membership Secretary are contractors who must enter into written contracts with the FCA. Such contracts must be negotiated or approved by the Board.
4.2.1 Terms of office for volunteer officers are agreed to by the volunteer and the Board.
4.2.2 Terms of contracts for contractors are set by the Board.
- 4.3 Appointed officers are: Treasurer and Recording Secretary
4.3.1 Terms of office for appointed officers are one year.
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- 4.4 Requirements for election to an office or the Board in the FCA are:
4.4.1 Minimum age of 21.
4.4.2 A member in good standing with the FCA.
4.4.3 All candidates must be present at the National meet.
4.4.4 All candidates must have attended 3 of the last 5 National meets.
4.4.5 Commercial vendors (deriving their livelihood, other than hobby) may not hold a National office.
- 4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary and Treasurer are as follows and as set forth in more detail in the Officer and Director Handbook:
4.5.1 **President**
4.5.1.1 General charge and supervision of the activities of the FCA.
4.5.1.2 Improvement of the FCA through increased publicity, activities and status.
4.5.1.3 Coordination of the FCA functions with other clubs as required.
4.5.1.4 Promote FCA social activities.
4.5.1.5 Chair Officers' meetings and Business meetings.
- 4.5.2 **Vice-President**
4.5.2.1 Serve as an alternate for the President in the President's absence.
4.5.2.2 Assist in implementing FCA policy.
4.5.2.3 Chair special committees as appointed by the Board.
- 4.5.3 **Recording Secretary**
4.5.3.1 Prepare minutes of the FCA Business meeting
4.5.3.2 Prepare minutes of the FCA Officers' meeting.
4.5.3.3 Maintain FCA Officer and Director Handbook and FCA records, other than those maintained by the Treasurer.
4.5.3.4 Prepare FCA correspondence as requested by FCA President or Board.
- 4.5.4 **Treasurer**
4.5.4.1 Account for FCA finances and provide reports as requested by the President, Vice President and Board.
4.5.4.2 Disburse approved funds for authorized FCA expenses.
4.5.4.3 Serve as interface with the CPA tax firm for FCA finances.
- 4.6 The Duties, Responsibilities and Powers of Volunteer Officers and Contractors listed below are as follows and as set forth in the Officers' and Directors' Handbook:
4.6.1 **Regional Directors**
4.6.1.1 Approved by the Board of Directors.
4.6.1.2 Assist FCA chapters as requested.
4.6.1.3 Maintain chapter membership rosters for their regions and provide updates to the Chapter Coordinator.
4.6.1.4 Notify the last known contact if the chapter is in danger of being removed from the "Chapters by Region" list for failure to supply a membership roster.
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- 4.6.3 **Club Store Manager**
4.6.3.1 Manage the FCA Club Store inventory.
4.6.3.2 Ensure the Club Store is available for members at the National Meet.
4.6.3.3 Present financial records for FCA annual audit.
- 4.6.4 **Magazine Editor/Adver. Director**
4.6.4.1 Fulfill duties as set forth in the contract with the FCA.
4.6.4.2 Edits and publish a monthly FCA magazine.
- 4.6.4.3 Present report at Officers' Meeting.
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- 4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

FALCONS FOR SALE

1961 Falcon two door rust free car with Sprint interior, independent front suspension (IFS), 11 inch front disc brakes, Tremec five speed floor shift. Powered by a rebuilt 302 Ford engine. Some of the upgrades include Dolphin gauges, iPod radio, Champion Radiator, dual master cylinder, new tank, shocks, exhaust, headers, six blade fan, nice heater, LED taillights, tribar headlamps and a zillion other improvements. Car is white repaint with red interior. Asking \$14,500. Contact Clyde at archie350@frontier.com. WV. 16052



1962 Falcon Futura 170 CI six cylinder, two speed automatic, bucket seats, console. Corinthian exterior, tan interior, very clean, rust free body. Nice overall appearance, 49,000 miles. Asking \$9,500. For more information, call Jim, 724-650-4015. PA. 16053



1962 Ford Falcon Squire Wagon with great white patina. Lots of new parts on a solid body. Small amount of rust around rear quarters. I have patch panels to fix. New 302, C4, 8" Maverick rear, 16s and 17s Wheel Vintiques smoothies. Rod and custom IFS, R and C4 bar rear. Coil overs. PS, PB, tilt, new tan interior. 4,000 miles on build. Resto mod. Drives great. Clear Ohio title. More info upon request. \$13,900 or best reasonable offer. Danny Barnhouse, dbarnhd@yahoo.com, 740-586-3426. Zanesville, OH. 16079

1963 Futura convertible, black body and top with red interior. Completely restored and modified 289 high performance, five speed, less than 2,000 miles. \$14,500. Contact Charlie at 706-263-6654 or kessler3806@bellsouth.net. TN. 16054

1963 Falcon Futura convertible, \$12K body restoration eight years ago. Six cylinder automatic, white with black top. Good original green interior. Wing window needs lock as door handle pops off. Indoor storage no longer available. Good tires and brakes. Drive it home from Columbus, Ohio. \$12,500 OBO. Bob Peterson, 614-563-3357. OH. 16051



1963 Futura convertible, red body and interior with a white top, 99% rust free, 260 V-8 and three speed manual floor shift. Interior is new. Car has a new clutch, alum. radiator, and rebuilt carburetor. Runs and drives very well and sounds great. \$10,000. Paul Baines, wpb@comcast.net, 509-995-8647. WA. 16073



1963 1/2 Ford Falcon Futura hardtop, VIN 3H17U197306. This Show and Go Falcon is extremely sharp and road ready. H.O. 302 4V Holley, Street Dominator intake, Petronix ignition, AOD, 8" 4.11 traction lok, power disk brakes, Granada spindles and calipers with Porter Field R4-S pads. Rebuilt manual steering box, roller bearing idler arm, and 1965 Mustang steering components. OEM steering wheel with 14" Grant GT steering wheel. Plymouth Prowler Orange, excellent trim, great interior, bucket seats with console, three point seat belts, and working Vintage A/C. 1965 Mustang spindles and disc brakes provided. Asking \$15,000. Bryce Langley, Tulsa, 918-688-9178 or brdvptra@gmail.com. OK.



1964 Sprint V-8 convertible. Professionally restored, three-speed transmission with bench seat. More pictures available upon request. \$17,500. Contact Dave at 218-407-0690 or adlarkin@paulbunyan.net. 16061

1964 Sprint hardtop featured in Ray Miller's book *FALCONS!* 302, Comp cam, aluminum heads, tripower, MSD ignition. Also includes the complete original 260 engine. \$29,500. Kenneth Treiber, 417-679-9937. MO. 16061

1965 Falcon Futura in excellent condition. Original owner. Wimbledon White with red interior. Two door sedan. 200 CID, C4 transmission. Rebuilt engine with approximately 2,500 miles. Replaced radiator, carburetor, ignition coil, front springs, new gas tank, new trunk mat, new flooring, new carpeting, New upholstery front bench seating. \$6,500 OBO. Bill Smith, sonata02@columbus.rr.com. OH. 16075

1965 Futura convertible, 200 C4, older restoration, but looks good, Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser, \$12,995; 1965 Ranchero, 302 three speed, great body, needs total restoration, good running 302 included, \$3,500. 1964 Futura convertible, 200 C4, good runner, mechanically sound, Guardsman Blue, driver quality paint, needs interior, \$9,995; 1964 Futura Hardtop, 260 three speed, but we have a T-10 or Toploader for it, with the blank column, mount, and floor cover, needs total restoration, but will look great with red paint and black interior, \$3,995; 1963 four door Deluxe, 170 three speed, OEM A/C, runs good but has been sitting, floor rust, but complete, \$1,995; 1965 Comet 404 four door, 289 C4, PS, yellow/tan interior, was a Grandma car, shows 120K miles and we have all the receipts from 1965. Ran good, has been sitting, so needs brakes/fuel system work; it will be nice and it is complete, \$2,500. Detailed pictures upon request. Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. Visit us at kelloggsgarage.com. CO. 16074

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V-8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V-8 three speed, \$2,500. 1963 sedan 200 six cylinder, \$3,500. 1963 Deluxe Station Wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or email jlwbanson@mail.win.org. MO 16077



1965 Ford Futura two door hardtop, 289 CID V-8 engine with four speed transmission. Original bench front and rear seat, glass and interior in good condition. New radiator, new fuel pump, new clutch, new Dual master cylinder, new raised white letter radial tires with 15" wheels, Ford wire 15" spinner hubcaps. New dual exhaust system, new brakes, body in good condition, new uninstalled headliner material, new trunk mat with uninstalled spare tire cover

—Continued on page 18

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Falcons Compete at the Detroit Autorama

by David Lau

Southeastern Michigan got one heck of a snow storm on February 24, 2016. About eight inches fell west of Plymouth, and that was the night I had to haul Truclet in to Cobo Center in Detroit for Autorama. Yes, 4,000 pounds of pickup towing 6,000 pounds of 1964 Ranchero on an open trailer in snow and ice. But 8:00 PM was our scheduled entrance time, and we're from Michigan, so off we went. The first stop sign out of the driveway invoked full ABS juddering just tapping the brakes, with the trailer brakes locking completely. One time the rig started going squirrely but I managed to counter steer it back into line. Never had I had

to do that with a trailer before. Fortunately the freeway was salted so we could proceed at about 50 mph with some margin of traction. We had covered the fully detailed Ranchero as best we could for the 30 mile trip with foam sheets taped to the body where straps would be placed over a car cover. Let's say it helped protect it from the salty slush, although it was still soaked when we got to Detroit.

The next morning, with my awesome crew of three, we did our best to restore all the work we'd done to clean the truck for what is called "The Greatest Hot Rod Show." My reason to enter the Autorama for

a second year—I'd installed air ride suspension and could slam it to the ground as street-rodders are fond of doing. And, I could do it just from an app on my iPhone. I had also added some funky interior and underbody lighting I wanted to show off. Around here, February is the hardest winter month to endure, so working hard throughout the month to install the new parts and prep the Falcon makes it go by much faster.

Touring the 1,600+ vehicles in the show, I noticed one of the Great Eight winners—finalists for the coveted Riddler Award—was in fact





a Falcon! A 1976 Australian XB to be sure, which had been shipped 14,000 miles to compete here in Detroit. Customized to the level of a world-class show car, there was nothing left stock about this gorgeous Falcon, as with all the Great Eight finalists. But hey, it said Falcon on the back, so I introduced myself as a member of the Metro Detroit Falcon Club, and somewhat under my breath, said, "I have another, um, Falcon here at the show too." When I told my wife about it, she said, "Hey, you should give them a Metro Detroit Falcon Club t-shirt." Hmm,

I hadn't thought of that. There was no time to get a new one, but I'd only worn mine a couple times, and it had been washed, so I brought it in the next day and presented it to Chris Bitmead, the owner. He was so cool, seemed genuinely pleased with it, and actually put it on. I think it's likely that our MDFC t-shirt is being seen Down Under with one of the most awesome Falcons on the planet.

The mighty Truclet took a class second to a cherry El Camino trailer queen. I'm OK with that. I enjoy

my Ranchero and love driving it all over. I placed my Autorama trophy right next to the MDFC Hard Luck trophy I won for all the breakdowns I had enroute to the Nationals in Rhode Island last summer. With a little less hard luck this year, the mighty Truclet will make it to Wisconsin this summer!

—David Lau (FCA #15122)
Plymouth, Michigan

—additional photos on page 20

new heater core, installed new front and back seat belts, original uninstalled foot operated windshield washer unit, aftermarket Roberk under dash uninstalled emergency flasher unit. Car runs good, originally a New Mexico car. Asking \$6,500 OBO. All reasonable offers considered. Joe Lewis, 313-467-9290 (cell) or 313-533-0203 (home) or glewis2@mi.rr.com. MI. 16068

1965 Futura convertible, engine and transmission are good, as well as some body parts. Located in Beggs. Ron Whitney, 918-948-2997 or ron.whitney68@yahoo.com. OK. 16056

1965 Falcon Futura convertible that has been taken apart for restoration. With correct 289 V-8 four speed, it is 90% complete. Easy restoration. Many new parts. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$3,500. Douglas, 575-478-2274 or 575-693-1908, canoenut46@hotmail.com. 16071



1968 Falcon Sport Coupe, Candy Apple Red with black vinyl top, black interior with bucket seats, power brakes and steering. 289 V-8 with dual exhaust that sounds great and C4 automatic transmission. 14" Magnum 500 wheels with raised letter Firestone tires. Spare is also a Magnum 500 wheel with new tire. Engine and transmission rebuilt in 2000 with around 35,000 miles since the rebuild. This Falcon has won numerous awards at FCA events including Best of Show. Very reliable Falcon. Recent maintenance on new fuel pump and battery. Driven to FCA Nationals and Regional events all over the USA. Lots of care was taken to restore this Falcon to "Better than Stock" condition. Priced to sell at \$12,999. This is one of the nicest 1968 Sport Coupes you will ever find. Call Bruce at 717-469-7252 or send an email to afutura@verizon.net for more info. Located near Lancaster, in Central Pennsylvania. 160618

FALCONS WANTED

I'm looking to purchase a 63½ Sprint hardtop in unmolested ORIGINAL condition. Ideal car will have original 260 V-8, four speed, and power steering. Budget not to exceed \$30K. A project is okay as long as there's not a lot of metal work that needs to be done. Call or email John at 408-628-7397 or jliissandrello@msn.com. CA. 160728

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

PARTS FOR SALE

Boss 1969 Mustang rear deck wing, three speed and four speed V-8 transmission out of 1964 Ranchero new in box, exhaust manifold for 144 cubic inch part C-3079430-A. Four non-Sprint fuel disc hubcaps, four Sprint 13" in good condition. Four new in boxes taillight lens, padded dash S.S. strip for 1964-65; very good grille and headlight doors for 1964. New chrome door handles in boxes, bumper for 1964-65 with brackets, not bent or ripped, needs chrome. Make offer for all. WILL NOT MAIL OR DELIVER. Call Bill Frederick, 609-420-3441. Located at 19 East Ave., Swedesboro, NJ 08085. 16072

1960-65 Falcon and Comet radios, good looking, tested and working, \$150-\$225 each; four lug 14" wheels, \$45 each, set of five, \$200; 14" wire hubcaps: #4 driver quality to #1 top condition \$175- \$550, set of four; 1960 grilles, driver quality to NOS, \$ 75-\$300. Dagenham four speed for parts, broken 2/3 gears, but complete and spins freely, as well as bellhousing, shifter, rods & handle, \$100-\$450; NOS Dagenham shifter box, last one, \$395; T-10 four speed, complete, buildable, narrow pattern, \$495; with complete shifter and transmission mount, \$695, with pedals, four speed column, bellhousing, starter and clutch, \$1,195; NOS 1965 grille, headlight doors and emblem, \$1,965; 1964-65 NOS remote control mirror with matching NOS right side mirror, \$495. "Driver" quality grilles: 1960-66 +1969-70 \$100-\$300 depending on condition. 1968-70 "Power By Ford" valve covers excellent used shape, \$75 pair. 1960-63 Comet dash clusters, nice condition, two to choose from, \$195. We have a 30+ year collection of Falcon and Comet parts; please call or email with your needs. All prices are plus shipping. Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 16074

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbanson@mail.win.org. MO. 16077

1970 302 block: clearanced for 347 stroker, ARP main cap bolts, \$250. 1995 302 heads, cast #E7TE, dates 4K22 & 4L12, one pair, \$150. 1995 351W heads, cast #E7TE, dates 5B15 & 5B17 one pair, \$150. 1965 289: four connecting rods, \$50; valve covers, \$60; 2V intake, \$75; exhaust manifolds, \$100. 1968 302 4V intake manifold and carb spacer: cast #C8ZE-9425-A, date 8A31 \$300. New AFR 205cc aluminum heads, \$2,050. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 298 Hi Po Carter X fuel pump: cast #3939S; date B-5, \$525. NOS rear brake drum, part #CODZ-1126-B \$80. NOS steering idler

arm and bushing part #C0DZ-3350-B, \$75. NOS taillight lens, part #C0DF-13450-A, \$30 NOS carb rebuild kits, part #C0DZ-9A586-A & B, \$30 each; exhaust hanger, part #C0DD-5A283-F, \$15; rear brake drum, part #C0DZ-1126-B, \$80; Autolite vacuum control, part #C0DF-12370-A, \$18; turn signal plate, part #C0DF-13304-A, \$15. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 160710

Original 289 chrome valve covers, fair condition, \$50. Many cast iron 289/302 four bbl. intakes, \$250 each. 351 with iron intake, \$250. Drivers side 351C four bbl. exhaust manifolds, \$200 each. Have right sides; they have cracks. Original "Shelby" lettered 289 aluminum intake, \$550. Shipping extra. John Simone, 413-527-8502. MA. 16060

1960 NOS Falcon grille, \$199. 1963-65 NOS Falcon grilles and headlight assembly, \$1,599. 1964-65 Falcon Sprint California air cleaner with PCV tube on top of air cleaner, \$499. 1964-65 Falcon/Comet hardtop, Ranchero, Wagon, new gold carpets, front and back, \$119. 1964-65 Falcon taillight buckets, good condition, \$45. 1963 Falcon front fender spears, good condition, \$100. 1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1962-63 NOS cowl top, \$275. 1965 NOS Falcon Ranchero/Station Wagon Deluxe gas cap, \$229. 1963-65 Falcon/Comet four speed shifter, \$195. 1964-65 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$199. 1963 Falcon hood ornament, black wrinkle powder coated, \$155. 1963/1964-65 Falcon six cylinder valve cover, black wrinkle powder coated, \$140. 1963-65 Falcon AC under dash unit with brackets, condenser, dryer, filter, \$399. More NOS and used Falcon parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 16067

New 1965 Falcon rear trunk trim. Billet aluminum and triple plated just like original in every way. Very limited number of these. \$795 with detailed letters and surround. \$695 without. \$40 to ship to lower 48 states. Todd, 704-502-9341 or toddsclocks@earthlink.net. NC. 16062

Four silver-painted Mustang/Torino wheels, circa 1968. Five bolt, 14"x 6". Very good condition. Original paint. No chrome trim. They're heavy to ship, so pick up only. \$125. George, ghaynesTR4@aol.com. NY. 16064

PARTS WANTED

Self-regulating electric clock, C2DZ-15A000-A, in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 160728

Looking for Rally Wheel/Styled Steel wheel center caps with early design. The early design featured the Ford crest with a gold background, not red. PRO made reproductions of the gold but could not find a market for them. Please let me know if anyone has any leads on the excess stock of repos or originals in nice shape for sale. Sam Austin, 406-239-3176, 289sprint@gmail.com. MT. 16069

I am looking for 1965 Falcon Ranchero headliner bows. Dave, dlcoffelt@cableone.net. ID.

1963-65 V-8 fourspeed floor hump and shifter assembly complete without handle. Steve, 360-430-1043. WA.

289 Hi Po San Jose built four speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump; I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 160710

1962-63 Top Fender Emblems: I have four NOS right side and need to buy, sell, or trade for left side in NOS condition. Call 970-593-1964 or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964. CO. 16074

MISCELLANEOUS FOR SALE

1965 *Falcon Owner's Manual* date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare Falcon *Rallye Sprint Total Performance...from Ford Owner's Manual*. "Optional Competitive Event Components" lists over 100 part numbers for engine and chassis. \$150. Contact Gary at 706-864-2720. GA.

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 ea; 1969-70, \$59.95 ea. 1963 Owners Manual, \$14.95. Part Interchange Manual 1960-65 or 1963-70, \$39.95 ea. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. WA.

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Please resubmit your classified ad each month that you would like it to run.

David Lau's 1964 Ranchero at Autorama —Continued from page 17



Metro Detroit Falcon Club member David Lau (right) welcomes Australian Chris Bitmead to Detroit. He even gave him his Falcon Club t-shirt.



David Lau named his 1964 Ranchero "Truclet."

Just getting David Lau's Falcon to the Detroit Autorama in the brutal Michigan weather was quite a feat in itself.



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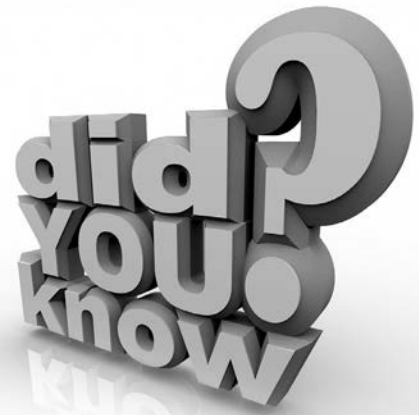


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Henry Ford Trivia ANSWERS

1. **Greenfield, Michigan.** Henry was born on July 30, 1863, the eldest surviving child of William Ford.
2. **County Cork, Ireland.** His mother was Mary Litogot who died in childbirth when Henry was just 12 years old.
3. **Edsel Bryant Ford**
4. **David Buick.** They worked together as plumbers.
5. **Edison Light Company**
6. **The Quadricycle.** It so impressed the mayor of Detroit that he encouraged backers to fund Ford's new company. The car was built in a shed and to get the car out, the shed had to be demolished.
7. **Detroit Automobile Company.** During the latter part of 1901, Ford was not happy with the pressure that his backers were giving him, and he decided on his own to leave the company. Henry's financial backers absolved the Detroit Automobile Company, and renamed it Oldsmobile.

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sectreas@goldengatefalcons.com, or
18429 Ruby Lane, Morgan Hill, CA
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UPDATE: Falcon Migration to Barbaboo, Wisconsin for the FCA 2016 National Convention

Hello fellow Migrants,

There have been a few updates AND changes to the Migration this year to Wisconsin. I have not heard from many of you, but I have "heard it through the grapevine" about some who have made other plans. The original driving plan was printed in the April 2016 issue of *The National Falcon News*.

Change #1: This is not really a change, but a clarification AND a plea: I need to hear from everyone who plans to go to Road America International Raceway for the tour/parade laps on Wednesday July 13! RA requires me to sign a contract three weeks before the event and guarantee a minimum number of vehicles/Falcons to show up. The cost is \$30 per car and we will have the "run" of the track complex for our stay. Lunch is available at the track, Vintage cars will be "tuning and testing" for the races over the weekend, and it should be fun. BUT I NEED TO KNOW NUMBERS!! And I have to pay ahead of time/at time of contract signing. Since RA is a mere two hours drive from the FCA Convention site, it should be easy for those from "out west" to come up from The Delles.

Change #2: We have a different July 11 hotel. The new hotel is in Brighton, Michigan which is much closer (two hours) from the ferry boat dock to cross Lake Michigan at Muskegon, Michigan. Hotel is Holiday Inn Express and Suites Brighton; Phone: 810-225-4300. Mention Falcon Club when calling. Rate: \$129, Queen or King.

Please, please, please call me 301-803-0433 or email msgarrett35@reagan.com with anything at all.

—Mike Garrett (FCA #9256)
Poolesville, Maryland

P.S. FCA 2017 National Convention in California is coming...

You Ask...We Try To Answer

Q.

Is there a list available of bumper and bracket part numbers for Falcons?

A.

There is now. Frank Servas (FCA #2190) has compiled this spreadsheet of bumper and bracket part numbers.

1960–70 Falcon Bumper and Bracket Part Numbers

FRONT

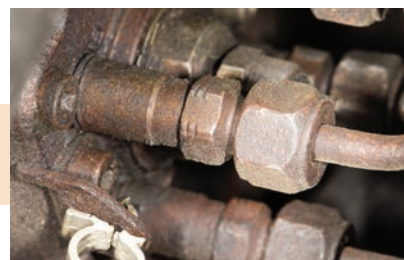
Bumper, Front	60/61		C1DB-17757-A	
	62/63		C2DZ-17757-A	
	64/65		C4DZ-17757-A	
	66/67		C6DZ-17757-A	
	68/70		C8DZ-17757-A	

			Inner	Outer
Arm, Front Bumper	60/61	RH	C0DB-17766-B	C0DB-17754-B
		LH	C0DB-17767-B	C0DB-17755-B
	62/63	RH	C2DZ-17766-A	C2DZ-17754-A
		LH	C2DZ-17767-A	C2DZ-17755-A
	64/65	RH	C4DZ-17766-B	C4DZ-17754-B
		LH	C4DZ-17767-B	C4DZ-17755-B
	66/67	RH	C6DZ-17766-A	C6DZ-17754-A
		LH	C6DZ-17767-A	C6DZ-17755-A
	68/70	RH	C8DZ-17766-A	C8DZ-17754-A
		LH	C8DZ-17767-A	C8DZ-17755-A

REAR

Bumper, Rear	60/63		C1DZ-17906-A	
	64/65		C4DZ-17906-A	
Sedan (54, 62)	66/70		C6DZ-17906-A	
Wagon, 1966 Ranchero (71, 66 in 1966)	66/70		C6DZ-17906-B	

			Inner	Outer
Arm, Bumper Rear	60/63	RH	C0DZ-17787-A	C0DZ-17795-A
		LH	C0DZ-17788-A	C0DZ-17796-A
Sedan, HT, Conv (54, 62, 63, 76)	64/65	RH	C4DZ-17787-C	C4DZ-17795-A
		LH	C4DZ-17788-C	C4DZ-17796-A



If you have a question for our Tech Guys, email our Head Tech Advisor Bruce Wolfe at afutura@verizon.net.

1960-70 Falcon Bumper and Bracket Part Numbers (continued)

Arm, Bumper Rear Wagon, Ranchero, Sedan Delivery (59, 66, 71, 78)	64/65	RH	C4DZ-17787-D	C4DZ-17795-B
		LH	C4DZ-17788-D	C4DZ-17796-B
Sedan (54, 62)	66/70	RH	C6DZ-17787-A	NONE
		LH	C6DZ-17788-A	
Wagon, 66 Ranchero (71, 66 in 1966)	66/70	RH	C6OZ-17787-C	C6OZ-17795-B
		LH	C6OZ-17788-C	C6OZ-17796-C

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Falcon Club of America Position Available: Treasurer

Our club is in need of a volunteer to fill the position of Treasurer. We are searching for someone with a background in either bookkeeping, accounting, or banking and that has experience in the use of computer based software to do this work for the club.

Currently we are using Quicken® software, but are interested in updating to something newer and would want the new Treasurer's input as to what might be options to use.

Basic responsibilities are, but not limited to, the following:

- 1) Payment of monthly bills for expenses, services, fees, etc.
- 2) Payment of annual bills for expenses at National Convention.
- 3) Preparation of quarterly report for the President, Vice President, and Board.
- 4) Preparation of annual report for Officers and the Club at National Convention.
- 5) Preparation of club books for review by Audit Committee at National Convention.
- 6) Presentation of club books and annual report data at National Meetings as required.
- 7) Monitoring billing from all sources & reporting any sign of significant changes.
- 8) Interface regularly with Membership Secretary and Club Store Managers.
- 9) Interface as required with CPA tax firm for them to issue 1099s and prepare taxes.

Please feel free to contact FCA President, Vice President, or our current Treasurer if you are interested and have any questions.

Visit Falconclub.com for events and technical articles.

Use new password imFCAiwi! to access technical articles at falconclub.com.

Stop by and see us at Nationals!

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Autorama show car made trip of over 14,000 miles from Australia

Chris Bitmead (foreground, second from right), and his crew from Australia (from left): Mark Allen, Greg Maskell and Brodie Mitchell.



BILL BRESLER | STAFF PHOTOGRAPHER

Matt Jachman

Staff Writer

A mystery car from more than 14,000 miles away is being prepped in Plymouth Township to compete for one of the most coveted titles in the world of custom hot rods.

Chris Bitmead has spent about eight years building the car—little more than a shell when he bought it—in a shed at home in Perth, Australia. He's been helped by roughly 30 friends, or "mates," as the Aussies call them, some of whom of joined him for the Detroit Autorama, which opens Friday, Feb. 26, at Cobo Center.

The cost of shipping the car alone was about \$20,000

Australian dollars, or \$14,200 US dollars. And that didn't include the shipping container Bitmead had to buy and customize.

"It sounds mad, doesn't it?"

Bitmead said Thursday at American Speed, an auto restoration and customizing shop in the township.

But Bitmead and his crew are vying for Autorama's Ridler Award, given annually to the vehicle displaying what judges consider the best in creativity, engineering and workmanship. Ridler-eligible cars cannot have been shown anywhere else, ever, and the rules also limit advance publicity, so Bitmead is vague on the details of his car, a Ford coupe.

The Ridler comes with a cash prize of \$10,000—not even enough to cover shipping.

It's the recognition

"The money's not what it's all about. It's the recognition," said Bitmead, director of a civil engineering firm in western Australia.

As a car guy, he said, he knows the Detroit Autorama is the show to be in. Bitmead's car is believed to be the first from outside North America to compete for the Ridler, named for Don Ridler, a popular sports figure who promoted Autorama in its early days in the 1950s.

The car started out Dec. 3 by ship from Fremantle in western Australia. By way of New Zealand and the Panama Canal, it arrived Jan. 19 in Philadelphia, where it sat out a snowstorm, and was then trucked to American Speed, where

Bitmead and his crew are putting the finishing touches on it.

"Chris has got a thing about distances," joked Greg Maskell, the owner of Maskell's Customs and Classics in Shepparton, eastern Australia, where Bitmead had his car painted last year. Shepparton and Perth are more than 1,800 miles apart.

Another crew member, Mark Allen, had accompanied Bitmead on a trip to the 2012 Detroit Autorama, where they scouted the Ridler contenders and took in the show.

"We did our own judging thing," Allen said, explaining that they picked nine of what they considered the best vehicles, eight of which became Ridler

finalists—the Great Eight. They also guessed the eventual winner, a 1956 Ford Thunderbird.

The 2012 trip gave Bitmead an idea of what kind of competition his car would face.

"If we didn't think we could bring a car that was up to level, I wouldn't have gone to the effort of bringing it halfway around the world," he said.

Huge following

The Detroit trip is a big deal in Australian custom car circles; there's social-media buzz and two Australian car magazines, Street Machine and Forged, will be in Detroit to cover the show and follow Bitmead's quest for the

Ridler. Bitmead's group of friends and family will grow to more than 20, including his wife Colleen, by the time Autorama opens.

The Australians had high praise for the Detroit area and American Speed, saying people seem friendly and have gone out of their way to help them.

"American Speed has been awesome," Bitmead said. "We only met the guys when we walked in here."

Additional information about the event can be found at autorama.com.

Thank you David Lau (FCA #15122) for sending us this article and the additional photos to go with it.

Chris Bitmead, helped by more than two dozen friends, spent years building and customizing this Falcon XB in his garage in Perth, Australia. The car was shipped on a freighter from Perth to Philadelphia, a journey of more than six weeks at a cost of more than \$14,000. The car was one of the Great Eight finalists for the Ridler at the Detroit Autorama. It won the CASI Award for best car and attracted much interest at the show.



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FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

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